

# Triumph Mayflower Club



Worldwide Membership

AUTUMN ISSUE 2001 No. 101



# FLOWER POWER

# THE TRIUMPH MAYFLOWER CLUB

## Club Officials for 2001-2002

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SECONDHAND SPARES**

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**ORDINARY MEMBER No. 1**  
No. 2  
No. 3  
No. 4

Tony Thorpe  
Forbes Alexander  
David Miller  
Paul Norton

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*When writing to a committee member and you require a reply, please enclose a  
Stamped Addressed Envelope*

*Please note that all the above committee members fulfil their positions in their spare time and not  
as a full-time occupation, so when contacting them other than by letter, please ensure that  
you choose a reasonable time of day*

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*Cover: Howard Pryor's concours winning Mayflower at the Rally*

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Editorial

# My first editorial comment

THAT 21 Mayflowers were able to line up together, the largest number any of us had ever seen in one go, is a wonderful achievement for our club.

We only have around 150 members world-wide, with about 120 in the UK so to get 21 out was fantastic! Thank you to everyone who came.

I hope the day was as special to you as it was to the Committee Members who work hard to build up the spirit in the club that brings us all together on the day.

Once again Howard Pryor and the Rally Secretaries of the other three Triumph clubs sharing the day with us selected a great venue.

The weather was wonderful with bright sunshine tempered by a nice breeze most of the day. "A grand day out", as we say in the north of England.

Howard Pryor's car justifiably won the 'Concours' again and reminds us of the standard we must aspire to if we want to prise it from him.

The other five cars selected as joint runners-up were excellent cars, with not much to choose between them. Probably another

five could have been in that group if luck had gone their way.

Mention must be made too of Maurice Wilke's wonderful car as the oldest one ever seen at a rally, with many differences to later models. The car aroused much interest and was unlucky not to be one of the 'five' and lucky not to be nicked by me.

I shared many rally attendees problems with overheating. I know that mine is down to the timing being out after fitting new bushes to the distributor and resetting it by eye only. What do they say? More haste — whatever!

I'm thankful to those who have contributed to this edition and look forward to receiving your contribution for future editions via the post (on floppy disc if possible) or e-mail to [stephencoulman@nicouls.globalnet.co.uk](mailto:stephencoulman@nicouls.globalnet.co.uk).

## WANTED

# 10 GALLON PETROL TANK

Reply to:

**Forbes Alexander (650)**

**0131-662 0692**

# Chairman's Report

With three combined rallies, each one more enjoyable than the last, I found myself once again looking forward to what has become an annual break.

The week before the rally was spent checking the usual items, points, plugs, etc, in glorious sunshine. Setting off from North Yorkshire on the Saturday morning in light rain I wondered if the rally might be rain affected. However, as so often happens with British weather the clouds swiftly cleared and my doubts about the weather quickly vanished.

On this occasion I decided to stick to the A1 (north/south arterial road) as far as Stamford picking up the A43 and then the A5 which brought us to Milton Keynes.

KSF 804 ran beautifully all the way but did not take too kindly to the numerous roundabouts that we encountered in trying to find the hotel that we, and other club members, were staying. We in fact ended up at last year's hotel before

getting directions to find the correct hotel.

As the late afternoon wore on it was good to meet Steve Coulman, Roger Curtis and his wife, Ken McKenzie, Howard and Loretta Prior and Forbes Alexander and his mother.

After celebratory drinks we all eventually assembled in the dining room together with members and their partners from the other three participating clubs.

An excellent dinner was followed by a small (??) amount of liquid refreshment and the opportunity to meet other guests, including a group from Holland who had travelled across in a pre-war Triumph Gloria.

The evening passed all too quickly and after a sound nights sleep we assembled to drive in convoy the 20 or so miles to Quainton.

This proved to be no easy task as the leading Triumph Roadster, in whom we had complete confidence to find the way, changed twice before giving up in desperation. As KSF 804 was next in line I took up the lead and, albeit a little late, we eventually arrived much to the relief to the Rally Secretary who had feared the worst for our safety!

## **WANTED**

# **STEERING IDLER ARM**

Contact Harry Gregory on 0161-624 8184

# JBD 807 — Phil Benson's car

SHE IS A typical Mayflower. Well-loved, but not lovely. I bought her in September 1987. She had previously been owned by an enthusiast and had been reasonably well maintained for several years, but circumstances had changed and she had been off the road in a garage for seven years.

Her owner decided he would prefer to sell her than see her rot away slowly. He advertised her in the *Derby Evening Telegraph* — the local evening newspaper.

When I saw the advert I was not too sure I wanted a Mayflower as they were not too sporty, but I did want a car to look after as a hobby as I had always been keen on cars and did my own car repairs.

When I saw her she looked very sorry for herself. Covered in dust, tyres flat, brakes stuck on. That's

**WANTED**  
**Contributions**  
**for Flower**  
**Power No. 102**

*Send to:*  
The Editor, Steve Coulman  
by post or E-mail

what did it as I could see she needed a good home. I hired a local garage to bring her the three miles or so to my house.

They went with a breakdown crane/truck and hooked her front end off the ground and used brute force to loosen her rear breaks as they towed her away.

We had fun putting her into my garage as the front brakes were still stuck on but we eventually managed it. My first task was to strip all the brake shoes off, remove all the brake pipes, cylinders etc. and renew the lot.

When I put a new battery on her I discovered that all the electrics were working fine, even the panel lights and roof light! However, the engine would not turn over. It was fairly well seized.

## Worked free

My brother suggested we take the spark plugs out and fill her up with paraffin (Kerosene) and leave for a while. A few weeks later I put the starting handle in and fastened an extension bar onto it with a couple of strong mole wrenches. I slowly hammered it round and after two or three revolutions the engine began to come free.

Next I put some oil into the spark plug holes and just using the handle worked at her for an hour or two. Soon she was loose enough to turn over with the starter motor.

I guessed the petrol was not up to much so I drained the tank and

put in some fresh and put new plugs in. She was soon spitting and then was running again. A bit rough at first, but after finding a loose plug lead connector she settled down.

I managed to get an MoT certificate soon after that but did not really get very much use out of her that year.

## Following year

The following year she had a few short trips out — usually to the local pub for Sunday lunch — but not much further. Then I changed jobs and started to work down in Surrey.

For one reason or another it took my wife Celia and I about two years to sell the house in Derby and find a new one in Surrey. I was travelling down Monday morning and staying in Surrey in the week, returning Friday late.

Weekends were used for non-Mayflower things. During the moving period we were between houses for three months and all our furniture, and the Mayflower went into storage.

Once we were settled into our new house I started to go to car shows and made up my mind that that year I would go to the Triumph Mayflower Club Annual Rally.

I got the car MoT'd again, which required replacement of all the suspension rubber bushes and shock absorber rubber mountings.

Plans were made to travel up to the show. As the day drew nearer I used the car to go to work and did longer and longer runs each evening to make sure she was ready for the trip. With two days to go, I was out one evening when the temperature gauge went off the clock.

You guessed it — the cylinder head gasket had blown. Worse was to come, on removal of the head it was clear a waterway under a stud had rusted up the thread and was leaking very badly.

We went to the rally in our day to day family car and when we got home commenced the engine and gearbox removal project.

## Strip down

Next came stripping down the engine, repair of the stud thread, re-bore and regrind of the crank, welding of the head and skimming off and then locating all the components for the engine rebuild.

Most of the components were sourced from the club but some were obtained locally. The flywheel was pretty chewed up so a replacement was fitted along with a new clutch assembly.

I took the lid off the gearbox and looked in with a torch but as I saw no damage and the gears had been fine before I left well alone. Eventually the engine and gearbox were ready for return to the car.

*(To be continued)*

**Technical tips**

# Overheating in a spin!

by Howard Pryor

IT SEEMS that an increasing number of Mayflowers are having overheating problems, which set me to thinking. Most overheating problems can be attributed to blocked radiators, fuel starvation or more commonly incorrectly set ignition timing.

After having set the timing to the manual specifications you would be forgiven to think you had it right, I know I did.

However, our cars are now nearly 50 years old and it is quite feasible that the distributor has been changed at sometime in the car's life.

The Mayflower uses a DKYH4A distributor and so do approximately 50 to 100 other British cars. The important number to look for on the correct distributor is DKYH4A - 40232 A or B.

The DKYH4A number signifies what type of distributor it is and a dealer can visualise its appearance, the second set of numbers (40232 A or B) denotes what counterbalance weights it has plus what spring strength is on the weights which then sets the ignition timing to 9 - 11 degrees.

I found I was running a Morris commercial distributor, which was fine on tickover and at moderate speed, but put your foot down and the engine started to get hot.

If your existing distributor is the correct number but is worn out it is a very simple matter to transfer the counter balance weights, plus springs, into another distributor body where the bearings are good.

I have just changed the counterbalance weights and springs and will soon be testing the car on a run.

It is possible to trace which car a distributor fits if you call me and give me the second set of five numbers.

I hope you find this information useful and who knows it may even cure some of your problems.

## **LAST REMINDER**

### **MEMBERSHIP SUBSCRIPTIONS WERE DUE ON 1st APRIL 2001**

Please help the club run efficiently. If you have not yet paid no further services will be available to you

Please send to:  
John Oaker, 19 Broadway North  
Walsall, West Midlands WS1 2QG

(£20, USA members may send a check payable to J. Gogay for \$30)

# Rally secretary's report

THE 2001 rally at Quainton Road on Sunday July 1st was without exaggeration a real *triumph* with a total of 21 Mayflowers assembled, more than ever in the 25 year history of the club, and what a *standard* the cars were!

In all my years in the club never has it been so difficult to pick the

top six cars. Well done to all award winners and commiserations those who only just missed out. Then again, there is always next year to try!

The other three clubs also had commendable turnouts, there were 39 Roadsters, 22 Pre-1940s, 7 Renowns and approximately 20 visitors. A total of 89 cars plus the Mayflowers.

The sun shone again for this year's event making the day as pleasing as previous year. The cars were spread over a large field with

## Assembled Mayflowers and owners (in order of arrival)

Vic Price	877	Maroon/Silver	OPW 221
Howard Pryor	551	Black	NLO 739
John Oaker	715	Blue	HBU 358
Jim Poole	743	Green	LFG 805
Fred Newman	886	Grey	NSJ 641
Stephen Coulman	785	Green	XMG 7
Paul Norton	462	Black	HTH 719
Gary Wheatley	833	Maroon	XSY 632
Norman Ward	374	Silver	439 HYO
Alan & Alison May	922	Blue	LSL 945
Dave Stafford	822	Black	ESK 253
Peter Benfield	409	Silver	KSF 804
Ken McKenzie	710	Silver	FJR 391
Roger Curtis	843	Black	USY 580
Brian Barker	810	Blue	VFF 517
Phil Benson	490	Black	JBD 807
John Gogay	262	Green	PMV 97
Chris Naish	647	Black	CSN 107
Malcolm Barnsley	912	Green	LKV 558
Maurice Wilkes	891	Maroon	HCR 817
John Hook	781	Maroon	KAB 636

Members who also attended without cars were:

Barry Kneller	921	Tony Booth	544
Forbes Alexander	650	Terry Gordan	445
Roger Turpin	901		

## FLOWER POWER

the marquee in the centre and autojumble around the perimeters.

In the Pre-1940s and Roadster areas, tea and coffee was served all day by the ladies in the marquee. Working just as hard were the raffle and tombola ladies with all proceeds going towards the Rally costs (thank you ladies we really do appreciate your hard work!).

### Entertained

During the afternoon Norman Ward did two sessions of his George Formby repertoire, with people gathered in front of the marquee to watch and sing along themselves (I didn't know any because I am not old enough!! But our chairman seemed to know them all).

The raffle was called and then it was time for the prize giving. The winners were:

**Concours:** Howard Pryor, NLO 739.

**Top Five:** M. Barnsley, LKV 558; P. Benfield, KSF 804; J. Gogay, PMV 97; P. Norton, HTH 719; N. Ward, 439 HYO.

**George Jeary Award** (most original): Malcolm Barnsley, LKV 558.

**Distance Award:** Ken Mackenzie, FJR 391.

**Non-Concours Award:** Phil Benson, JBD 807.

**Back Seat Memorabilia** (judged by Mike and Mrs George Jeary): Paul Norton, HTH 719.

**Achievement Award:** won by Roger Turpin who brought a photograph of his car 'Effall'. His story is a long one of frustration and never meant to be's.

**Chairman's Cup:** was awarded to Tony Booth who succeeded in sourcing and purchasing a new old stock complete front end of a Mayflower. It is hoped that sometime in the future these can be used to remanufacture repair

## WANTED

***While trailering the Mayflower from my house to my parent's house somehow the***

***CATCH MECHANISM ON THE BONNET***

***fell off and was lost. Can anyone in the club come up with this item?***

**Brad Kahler, USA**

**E-mail [brad.kahler@141.com](mailto:brad.kahler@141.com) or contact Stephen Coulman**

panels for future Mayflower restorations.

There was a special award this year. Phil Benson was presented with a suitable desk pen set stand complete with a small bronze steering wheel, club logo and inscription of thanks for all his hard work as retiring editor.

Phil has been a stalwart in the club for many years and still remains on the committee as Treasurer, but hopes to spend more time on his 2nd car restoration and family.

Peter Benfield, our Chairman, gave Loretta Pryor a small gift for her hard work as the co-ordinator, collector and scrounger for our raffles and tombola over the past few years. She, and others, have raised over £1000 towards funds.

## Came of age

This year we came of age with 21 cars. There were some Mayflowers in attendance that have not been to our Rallies previously, including Malcolm Barnsley who was driving his grandfather's car!

Vic Price, who has done a very creditable restoration but just missed out in the prize giving, Maurice Wilkes who has restored the oldest car known to the club, who had overheated on the way to the rally and arrived late so as to miss out on the judging.

Alison and Alan May, who had owned their car only three days, joined the club at the rally.

My sincere thanks to all my assistants and helpers. What a team you are! Before the Rally I must admit to being slightly worried because our Rally in 2000 at Bletchley was just superb and I thought how do you better that? Well I think we did, don't you? Which leaves just one question, how do we better this years Rally? Well we will, won't we, because you will there! See you in 2002!

*On the following two pages there are pictures of every car present at the rally with the exception of Howard Pryor's which appears on the front cover.*

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Stephen Coulman

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## FLOWER POWER



Maurice Wilkes — 891



Chris Naish — 647



Malco



Brian Barker — 810



Roger Curtis — 843



Ken Mac



Alan & Alison May — 922



Norman Ward — 374



Fred Newman — 886



Jim Poole — 743



Victor

## FLOWER POWER



en Barnsley — 912



John Gogay — 262



Phil Benson — 490



enzie — 710



Peter Benfield — 409



Dave Stafford — 822



ve Miller — 833



Paul Norton — 462



Steve Coulman — 785



ce — 877



John Oaker — 715



John Hook — 781

## Turpin's Tale

ROGER TURPIN was very unlucky not to be one of those attending this years Rally. He has owned his car for nearly two years and has been tirelessly restoring it in that time.

The car is affectionately known as 'Effall' as Roger says "There was f-all that was any good on the car when I got it home".

The sills, along with the front and rear lower wings were replaced, as were the floor pans and lots more metal had to be let in various other places.

It is still in primer, the chrome has yet to be done, the interior is a little worn, but Roger is as proud as punch.

Showing the true Mayflower spirit he announced that he would be attending this years rally after Effall's first outing, which was on Monday June 4 when she passed

**WANTED**  
**TEMPERATURE**  
**GAUGE**

Reply to:  
Hugh Hewitt on  
01754 765205

### **WANTED**

**MASTER  
BRAKE  
CYLINDER &  
WORKSHOP  
MANUAL**

Contact:  
**Roger Hallam**  
**01392 881453**

her MoT with flying colours after 35 years in hibernation!

However, the Driver and Vehicle Licensing Authority would not grant Roger the re-issue of his registration number without inspecting the car which had to be presented to them at his 'local' office — nearly 30 miles away.

Roger borrowed an old trailer and tried to load his car onto it. The trailer sank to its knees and groaned. Roger decided to unload and save his jangling nerves.

### **Skewed**

On dismounting the car skewed sideways, scraping a huge gouge down her side and at that point Roger's heart sank knowing the 2001 rally was beyond him.

However, Roger did attend without the Mayflower and justly received an award for his endeavours. We all hope and trust that you will be there next year Roger.

*Letters**... and E-mails*

## **Adrift in central London — it shouldn't be allowed!**

Dear Ed,

I started from London at about 8.30 am and arrived at the rally at about 10.30, about 70 miles. I did cheat and come straight through the centre of London, to save time and mileage.

What a great day I had meeting lots of new and exciting people. Then, towards the end of the prize giving, I thought to myself I would like to get home early and surprise the wife.

I followed two Mayflowers going out just ahead of me and I watched the pedestrians in the high Street looking as three old Mayflowers drove through the town majestically.

A sight worth seeing! I flew down the M1 (surely not! — Ed) and duly arrived in the outskirts of London where I inevitably hit traffic, but it was moving and as I know which lane to be in I made great progress.

I was bowling down the Finchley Road just before St John's Wood station changing down a gear when *snap!* My clutch foot went to the floor. I immediately

knew what was wrong as I had the same thing happen before about a couple of years previous. The clutch rod had snapped again!

I was looking at the car from across the road, swearing under my breath, when this lovely apparition appeared before my eyes.

I could not believe it as another Mayflower went sailing past, at about 10/15 knots. I saw them looking at my car as they steamed away into the distance over the horizon.

I then had a funny feeling, you know, where your head spins and your hair stands on end. The apparition had returned, but this time it parked just behind me. It turned out to be Malcolm from Maidstone, the man who had won the prize at the show that day for most original car.

He had stopped to ask if I needed help. I said "Yes, desperately!"

Unfortunately he did not have his welding kit with him, only a few spare fan belts and gallons of water, which I did not need so I thanked him and his nice companions.

Minutes, or was it hours? later a large van pulled up with the immortal words written on the side 'Motor Cycle Recovery'.

Apparently, I found out later, they had heard the word Triumph in my call for help and assumed it was a motor bike. If you should break down and need recovery,

make sure you say motor car! It will save you waiting an extra few hours.

I was eventually picked up and transported majestically down Baker Street with all the tourists taking photos. We did get a few looks of envy (or was that pity) as we passed out into Park Lane, passing all the Rolls Royce, Bentley and Daimler drivers.

As I closed the door of the Garage I said to myself "For the very last time. I promise never to take the car out ever again."

Hopefully, I will be putting my car right in the next few weeks to get it ready for the MoT, later in the year.

On closing I would like to thank all the Committee Members who put so much effort into making these events so entertaining. I really did enjoy looking around the station and the old loco's. It just makes it that much harder for organising next years event.

*Bye for now  
Dave Stafford, 822*

PS — Wanted: Clutch control rod lower section!

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## Hot stuff!

Dear Steve,

May I add my congratulations to the achievement of 21 Mayflowers at this years rally at the superb Buckingham Railway Centre at

Quainton, and many thanks to Howard for his fine efforts.

On a personal level I must admit it was very nearly only 20 Mayflowers, as my car suffered a bout of chronic over-heating on the way to the rally after 10 years of attending the annual gathering.

Obviously this problem was discussed with many people on the field and I received lots of advice on cures and faults etc. Unfortunately you don't worry about these things until it effects you travelling to the most important rally of the year!

I was wondering what the general feeling was amongst the membership when a car suddenly boils after being laid up over the winter but behaving perfectly okay the previous year?

The engine was flushed out and no sludge came out of the drain taps at all. It is run without a thermostat and I don't think there is an air lock in the system. The words 'Kenlow Fan' springs to mind — a winter project maybe?

The radiator was reconditioned some years ago and looks to be okay — possibly a faulty gauge?

There must be people out there who have pondered on this age-old Mayflower engine problem; can anyone add to the debate?

*Many thanks  
Paul Norton, 462  
spnorton@currantbun.com*

## Mayflower Utility — down and under, but not out!

G'day mate,

My Ute was once owned by Gilltraps Auto Museum who started to restore it. They sanded it down and then started to work on the body.

Unfortunately the museum owner did a runner with everybody's money (to England I think) so work stopped and the Ute was auctioned off with all other stock by the receivers.

The next owner put it in his paddock with a poly-tarp over it and left it. After a while the tarp

rotted away (they do not last long in the sun over here) and the back filled with water and it was invaded by the dreaded tin worm.

The fuel tank floor and the bottom inch of the body is a bit rough and needs much work. I had seen the Ute a few times as I passed but did not take much notice until I saw an article in *Popular Classics*.

When I realised how rare it was I decided to save it from a certain death and brought it home to a nice little shed out of the sun and rain to be restored.

Commission No. TT15874MU;  
Body No. 270 MU; Engine No.  
TT16053; year unknown.

*Yours in grease, dust and rust*  
*Chris Giblin, Australia*

## FOR SALE 1953 TRIUMPH MAYFLOWER

Restored over the last four years - Engine, gearbox, back axle rebuilt. All the chrome parts have been re-chromed, all rubbers replaced, re-sprayed in grey with red interior, all brake parts and pipes, steering joints and bushes replaced. New tyres all round. Comes with a shed load of spares, too many to list.

*Offers in the region of £3,000 to  
John Kent Tel 0117-979 8791*

John also has for sale an Austin Devon (A40) 1951 — Good condition, Tax-exempt. with spares. He is asking just £1,500 for this one. He must sell both cars through ill health.

## Thank you

Dear Ed,

I am just writing to express my thanks to all those who had a hand in organising the annual rally.

My car will not be ready for some years yet, but it was so important to be able to come along and see working Mayflowers. It reminds me of what I am aiming for and keeps the morale high. It was so important to be able to talk to club members about their experiences in terms of driving the car and rebuilding it. Also, being able to actually see and meet the

## MAYFLOWER E-GROUP

For those of you  
on the internet  
why not talk to  
**Mayflower  
owners all over  
the world?**

**E-mail Address:**

**triumph\_mayflower@  
egroups.com**

**Duxford All**

**Triumph Day**

**2001**

**Sunday  
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**Adults £**

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**(includes entry to Europe's  
largest air museum)**

**Trade stands, raffle etc**

**Junction 10 M11**

*Further information from*

**Matt & Mandie Hollingsworth  
on 01462 814051**

officers of the club in the flesh as it were, helps to give the event a very friendly and family like feel.

Having 21 cars attending must have been a real boost and shows the good health of the club.

It was a very successful day and well worth the drive from south west Pembrokeshire.

*With sincere thanks  
John Bramley, Point Farm  
Dale, Haverfordwest  
Pembrokeshire SA62 3RD*

## TRIUMPH MAYFLOWER WANTED IN THE USA

I went up to San Francisco to buy one from the lead given to me. Unfortunately, it was not what the vendor portrayed the condition to be. I am still looking and want to know if anyone can be of any help in telling me where to start, at least in the US. I am willing to spend \$\$'s if the condition warrants it. I really had my heart set on the one described to me, and boy was I disappointed! I would certainly appreciate any help offered.

*Please reply to:*

**Gloria Young, 6602 Colgate Avenue  
Los Angeles, California, USA  
Tel: 1-323-655-1231 - Fax: 1-323-655-2551  
E-mail gg4short@aol.com**

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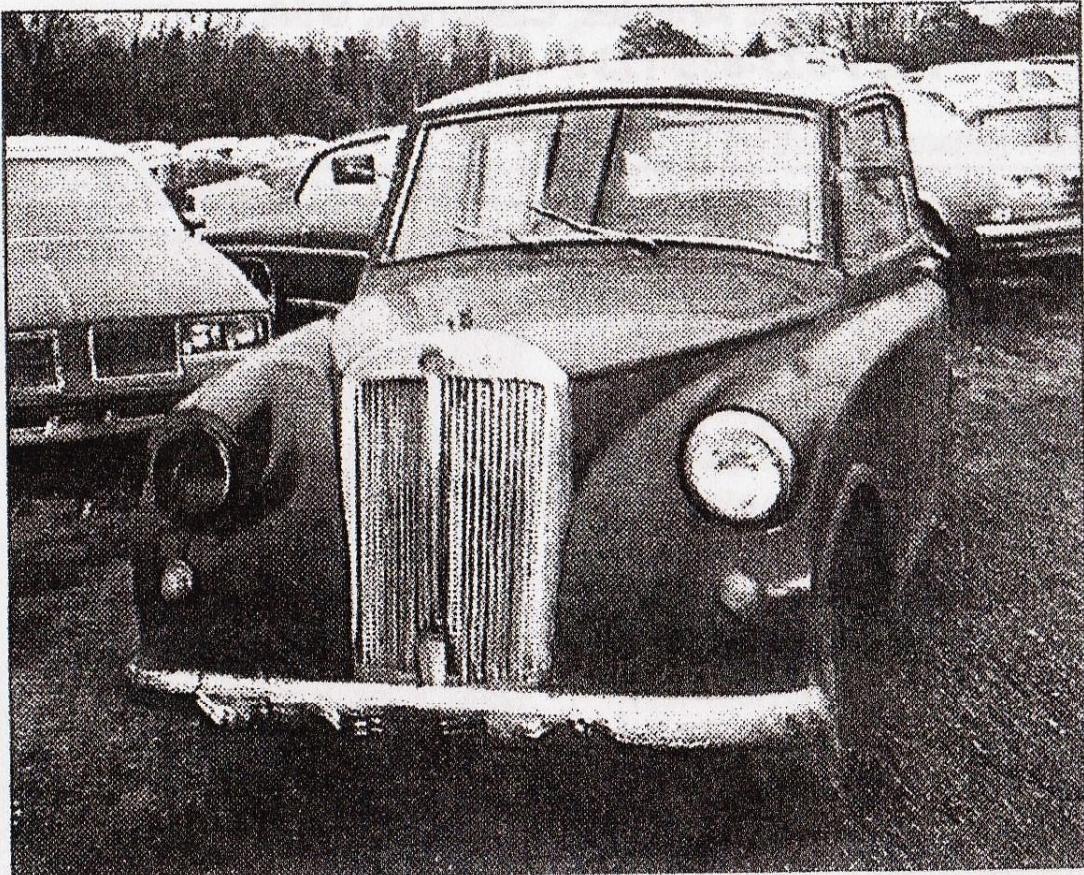
# A GOOD IDEA AT THE TIME

THE sad little Triumph Mayflower that I photographed in a Pennsylvania junkyard is a rare relic of one of the more misguided political initiatives of the immediate postwar period. In order to bolster Britain's desperately depleted currency reserves, the Attlee government forced the motor industry to export most of its output.

On the face of it, the policy was a success, with exports of cars reaching a claimed 69 per cent in 1948, but the products of the British motor industry were quite unsuited for overseas conditions and had poor service back-up. Consequently, British cars earned an unenviable reputation that took years to throw off and sales plummeted (though British sports cars found an enduring niche in the US).

The Triumph Mayflower, which used the powertrain of the pre-war Standard 10 in a new unit-construction bodyshell, was one of the biggest disasters of this dismal period. Dubbed "the watch-charm Rolls", the Mayflower was intended to appeal to Americans by aping Rolls-Royce's razor-edge styling, which sat oddly on such a short wheelbase. Its name was allegedly a tribute to the Pilgrim Fathers, but that cut no ice with American buyers. Of the 34,000 Mayflowers built, only 510 were exported to the US, fewer than were shipped to Ceylon!

David Burgess-Wise



*An article from the "Daily Telegraph" earlier this year*

## Model Mayflowers

St Martin's World of Model Cars, St Martin's Lane, London, WC2 sell 1/43rd scale models of the Saloon and Utility at £69.95 each.

## Better spares service?

If members have any difficulty in contacting our Spares Secretary, John Gogay, at any time please try Howard Pryor on 020-8440 8623 who may be able to assist you.

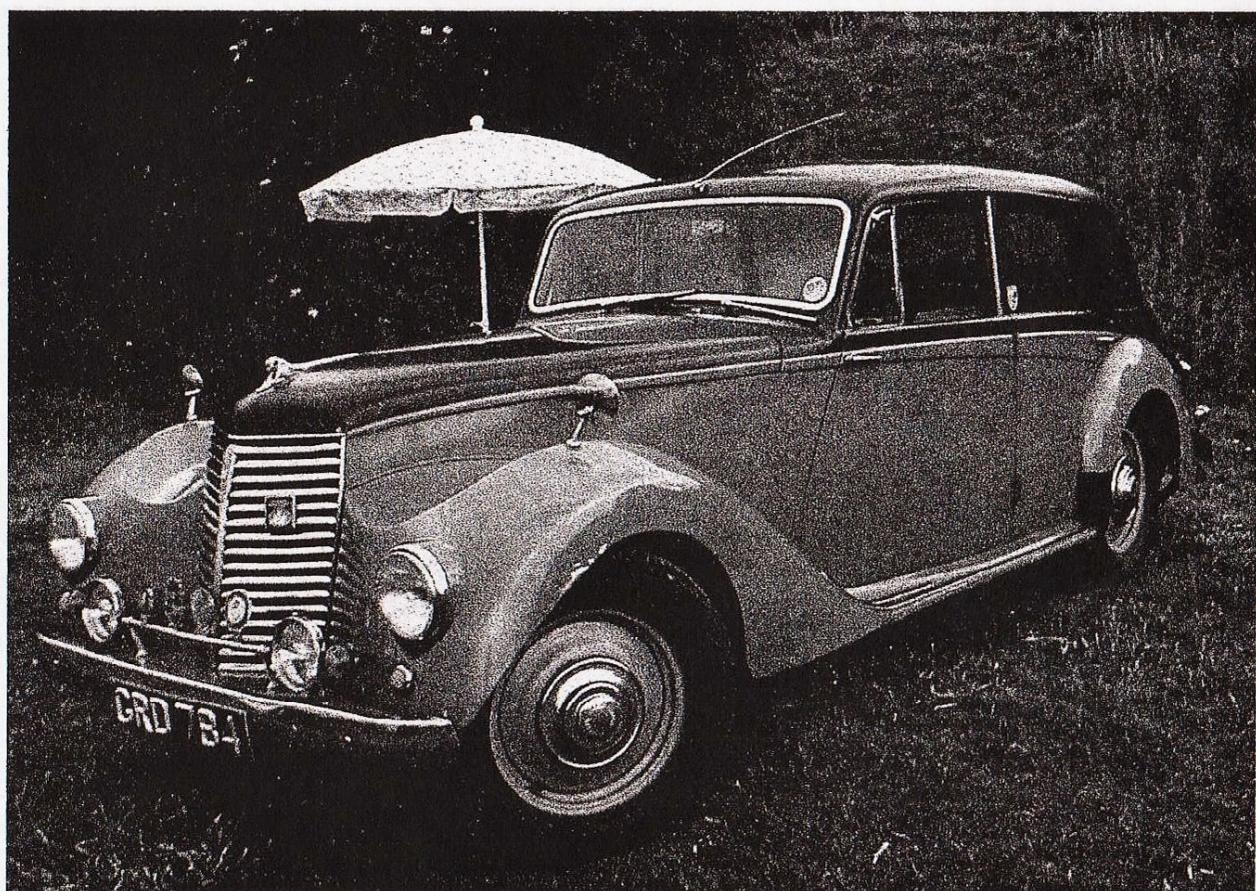
## Committee Meeting

The next committee meeting will be held on Sunday, November 25, at the Allumwell School, Walsall. Contact John Oaker for more information. *All* members welcome. If you are unable to attend please send any comments, ideas, suggestions, etc to John.

### WANTED

Your list of secondhand spares for the Spare Parts Co-ordinator

Contact Stephen Coulman  
01724 762061



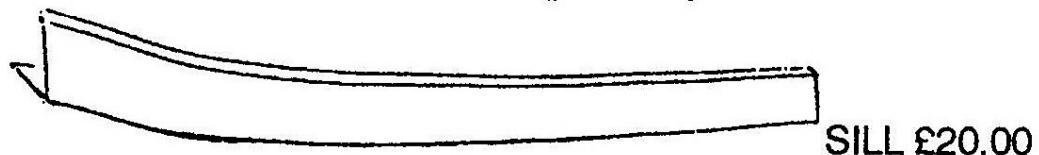
*Tony Booth's Armstrong Siddeley at the Annual Rally in July*

## FLOWER POWER

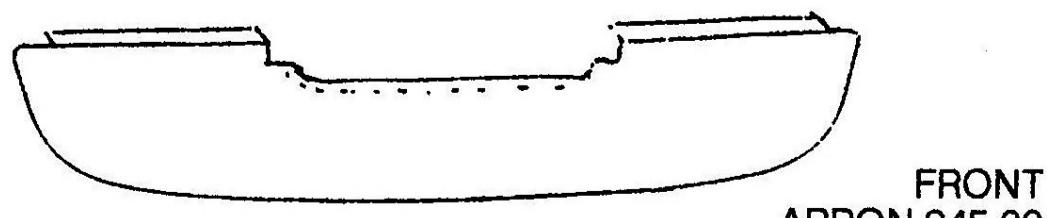
DESCRIPTION	QUANTITY	STANPART NUMBER	EQUIVALENT PART NUMBERS	PRICE £ EACH
<b>PETROL TANK</b>				
Drain Plug, from TT8959 . . . . .	1	103222		1.00
<b>BRAKES</b>				
<i>Master Cylinder:</i>				
Master Cylinder Assembly (*17) . . . . .	1	300868	Lockheed 31232	85.00
Washer . . . . .	1	59268		0.30
Master Cylinder Repair Kit . . . . .	1	500900		9.60
Valve Cups . . . . .	1	59269	Lockheed 108128	0.90
Filler Cap . . . . .	1	59278	Lockheed 89833	1.20
Valve Body . . . . .	1	59267	Lockheed 2379	0.90
<i>Front Brakes (TT1-TT14829):</i>				
Wheel Cylinder Assembly, left and right hand . . . . .	4	103278	Lockheed 30284	31.00
Cup for Cylinder . . . . .	4	59253	Lockheed 586	0.80
Flexihose, left and right hand (*19) . . . . .	2		Lockheed KL101406L	14.50
Cup Filler . . . . .	4	102735		0.50
<i>Front Brakes (TT14830):</i>				
Wheel Cylinder Assembly, right hand . . . . .	2	201098		22.00
Wheel Cylinder Assembly, left hand . . . . .	2	201099		22.00
Repair Kit, cylinder . . . . .	4		Lockheed KL71496	5.00
Bleeder Screw . . . . .	2	102001	Lockheed 28698	1.00
Flexihose . . . . .	2	103840	Lockheed KL101203L	14.50
<i>Rear Brakes:</i>				
Wheel Cyl. Assembly, left and right hand (*21) . . . . .	2	200914		23.00
Repair Kit, with boot . . . . .	2		Lockheed KL71489	8.50
Repair Kit, no boot . . . . .	2		Lockheed KL71506	4.50
Tension Spring . . . . .	2	101826	Lockheed 25553	2.80
Flexihose, frame to 3-way on axle . . . . .	1			14.50
Rubber Boot, for wheel cylinder . . . . .	2		TMC222	4.50
<i>General:</i>				
Brake Shoes, pair — 1 wheel . . . . .	4	101824		12.00
Pull-off Spring . . . . .	8	101825	Lockheed 21814	3.00
Pull-off Spring, lever to link . . . . .	1	43929		2.00
Wheel Cylinder Micram Adjuster Mask . . . . .	6	59241	Lockheed 25253	1.00
Rear Wheel Cylinder Piston . . . . .	2	59262		3.00
Banjo Union . . . . .		59283		5.00
Bolt for Banjo Union . . . . .		59293		4.00
Pull-off Spring . . . . .	2	27645		3.00
Oilite Bush, for brake and clutch pedals . . . . .	2	100954		3.00
Fork Ends, rear cable . . . . .	1	101247		3.00
Brake Drum . . . . .	4	200191		29.00
Hand Brake Cable, front section (RHD) . . . . .	1	101249		18.00

# Classic Car Sills

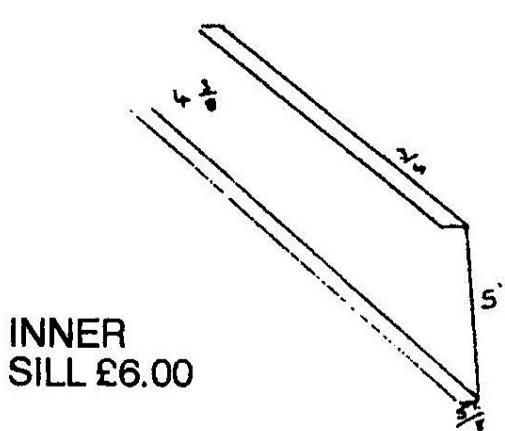
Parts for the Triumph Mayflower



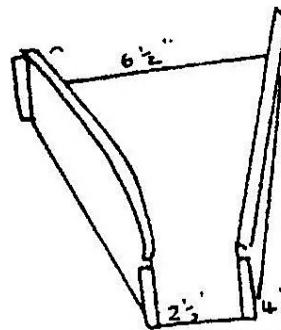
SILL £20.00



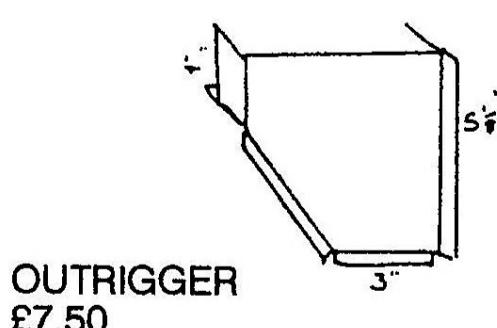
FRONT  
APRON £45.00



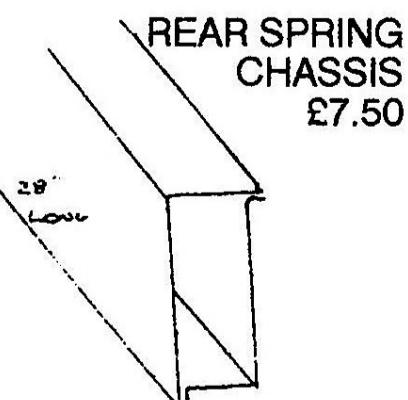
INNER  
SILL £6.00



OUTRIGGER  
£7.50



OUTRIGGER  
£7.50



REAR SPRING  
CHASSIS  
£7.50

**J. COLLIER**

4 Mortimer Road, Kempston, Bedford MK42 8RE  
Tel: 01234 840958 (Evenings) or 01480 477530 (Works)

# THE NOVEMBER CLASSIC EXPANSION

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Saturday 10 - Sunday 11  
2001**

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Please Quote Ref: CMN

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\*Transaction fee - 50p per booking Car Parking £5